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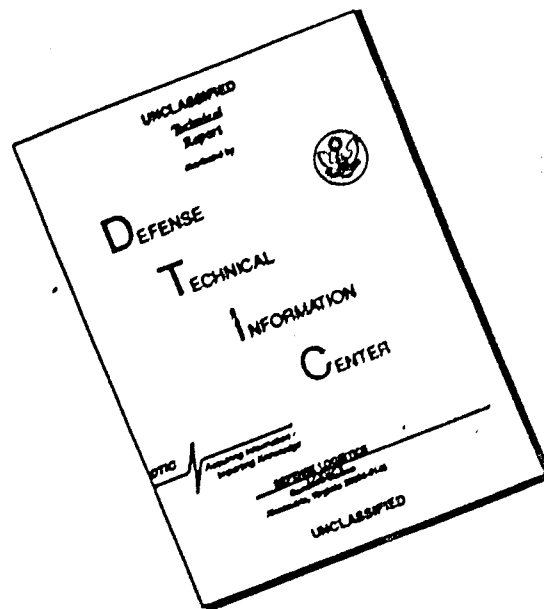
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

AGDA-A (M) (30 Jun 71) FOR OT UT 704230


14 July 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 11th
Aviation Battalion, Period Ending 31 October 1970 (U)

SEE DISTRIBUTION

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

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VERNE L. BOWERS
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 11TH AVIATION BATTALION (COMBAT)
APO SAN FRANCISCO 96289

"EXEMPIA PROPONERE"

AVBACA-AC

13 November 1970

SUBJECT: Operational Report-Lesson Learned of the 11th Aviation
Battalion (Combat), for Quarterly Period Ending 31 October
1970, RCS CSFOR-65 (R2) (U)

Assistant Chief of Staff For Force Development
Department of the Army
Washington, D.C. 20310

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1. (C) Operations: Significant Activities

a. (U) Mission

On 30 September 1970, the mission of the 205th Aviation Company (Assault Support Helicopter) changed from providing air transport of personnel and cargo in combat service and combat support operations to one of implementation of the VNAF Improvement and Modernization Program by providing training and technical assistance to the 237th Medium Lift Helicopter Squadron (VNAF).

b. (U) Organization

On 23 October 1970, the INFANT (ENSURE 100) NETT was assigned to the 11th Aviation Battalion (Combat). Operational control was retained by higher headquarters.

An organizational chart depicting the composition of the 11th Aviation Battalion (Combat) may be found at Inclosure 1.

c. (U) Command and Staff

(1) Significant changes in the 11th Aviation Battalion (Combat) command and staff structure during this reporting period are:

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704230
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BATTALION COMMANDER

(a) On 27 August 1970, LTC Freddie L. Kemp, FA, 233-48-9566, replaced LTC Henry McK. Roper, CE, 452-40-7503, as Battalion CO.

UNIT COMMANDERS

(b) On 11 August 1970, MAJ Christopher L. Fuller, FA, 007-30-3184, replaced MAJ John V. Owens, FA, 111-28-0845, as Commanding Officer of the 205th Aviation Company (Assault Support Helicopter).

(c) On 27 August 1970, MAJ John M. Clark, FA, 531-34-0010, replaced MAJ Glenn A. Brown, SC, 263-60-7033, as Commanding Officer of the 128th Aviation Company (Assault Helicopter).

(d) On 28 October 1970, CPT Bertram E. Adams Jr., FA, 222-25-4625, replaced CPT Gilbert K. Jenkins, IN, 256-46-7618, as Commanding Officer of the 213th Aviation Company (Assault Support Helicopter).

STAFF

(e) On 2 September 1970, MAJ James E. Brayboy, FA, 247-66-6080, replaced MAJ Stanley Minkinow, IN, 215-38-7953, as Battalion XO.

(f) On 2 September 1970, CPT Walter H. McLendon, IN, 255-54-5535, replaced MAJ James E. Brayboy, FA, 247-66-6080, as Battalion S3.

(g) On 6 September 1970, CPT James M. Donley, MC, 274-38-2154, replaced CPT John C. Camp, MC, 292-36-9618 as Battalion Surgeon.

(h) On 22 September 1970, 1LT James R. Culley, MSC, 574-18-1236, assumed the duties of Battalion MSC Officer.

(i) On 26 September 1970, CPT Glenn D. Mace, CH, 446-32-6230, replaced MAJ John C. Sargent, CH, 571-20-3465, as Battalion Chaplain.

(j) On 3 October 1970, MAJ Richard D. Hammens, IN, 533-36-8731, replaced CPT Walter H. McLendon, IN, 255-54-5535, as Battalion S3.

(k) On 26 October 1970, CPT Corwin V. Edwards, TC, 229-66-3096, replaced CPT Robert T. Ferrigan, TC, 281-33-0695, as Battalion AMO.

(2) The current command and staff structure is reflected at Inclosure 2.

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SUBJECT: ORIL for Period Ending 31 October 1970, RCS CS FOR-65 (R2) (U)

d. (U) Unit Strength (as of 31 October 1970)

(1) Military

| UNIT | OFF | | WO | | EM | | TOTAL | |
|-----------------------------|------|-----|------|-----|------|-----|-------|------|
| | AUTH | ASG | AUTH | ASG | AUTH | ASG | AUTH | ASG |
| HHC | 23 | 24 | 6 | 7 | 106 | 130 | 135 | 161 |
| 432nd Med Det | 1 | 1 | 0 | 0 | 7 | 8 | 8 | 9 |
| 128th Avn Co (Aslt Hel) | 19 | 20 | 51 | 50 | 218 | 183 | 288 | 253 |
| 173rd Avn Co (Aslt Hel) | 19 | 24 | 51 | 49 | 218 | 187 | 288 | 260 |
| 759th Med Det | 1 | 1 | 0 | 0 | 7 | 5 | 8 | 6 |
| 205th Avn Co (Aslt Spt Hel) | 15 | 9 | 26 | 12 | 227 | 179 | 268 | 200 |
| 213th Avn Co (Aslt Spt Hel) | 15 | 13 | 26 | 17 | 227 | 196 | 268 | 226 |
| TOTAL 11th Avn Bn (Cbt) | 93 | 92 | 160 | 135 | 1010 | 888 | 1263 | 1115 |

(2) Civilian

| UNIT | DAC | | VN | | 3rd NAT'L | | TECH REP | |
|-----------------------------|------|-----|------|-----|-----------|-----|----------|-----|
| | AUTH | PPD | AUTH | PPD | AUTH | PPD | AUTH | PPD |
| HHC | 5 | 1 | 11 | 10 | 10 | 0 | 2 | 2 |
| 432nd Med Det | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 128th Avn Co (Aslt Hel) | 0 | 0 | 10 | 9 | 0 | 0 | 0 | 0 |
| 173rd Avn Co (Aslt Hel) | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 |
| 759th Med Det | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 0 | 0 | 8 | 8 | 0 | 0 | 1 | 1 |
| 213th Avn Co (Aslt Spt Hel) | 0 | 0 | 9 | 8 | 0 | 0 | 1 | 3 |
| TOTAL 11th Avn Bn (Cbt) | 5 | 1 | 48 | 45 | 0 | 0 | 4 | 6 |

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SUBJECT: ORLL for Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

e. (U) Aircraft Status See Inclosure 3

f. (U) Operational Results See Inclosure 4

g. (U) Employment The 11th Aviation Battalion (Combat) was engaged in all support of tactical operations during the quarter. Continuous training of new personnel was accomplished concurrently with the conduct of normal combat operations.

h. Personnel, Morale, Discipline and Information

(1) Personnel Records. An average of 1156 records were maintained during the period. Processing totals were as follows:

| | In Processed | Out Processed |
|-----------------|--------------|---------------|
| Officer | 31 | 23 |
| Warrant Officer | 27 | 34 |
| Enlisted Men | 202 | 208 |
| TOTAL | 260 | 265 |

(2) Awards and Decorations. The following awards and decorations were processed during this period

| <u>Submitted</u> | <u>Award</u> | <u>Received</u> |
|------------------|-----------------------------|-----------------|
| 4 | Silver Star | 1 |
| 0 | Legion Of Merit | 0 |
| 33 | Distinguished Flying Cross | 30 |
| 0 | Soldier's Medal | 1 |
| 0 | Bronze Star "V" | 0 |
| 18 | Air Medal "V" | 21 |
| 28 | Army Commendation Medal "V" | 21 |

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| <u>Submitted</u> | <u>Award</u> | <u>Received</u> |
|------------------|-------------------------|-----------------|
| 164 | Bronze Star | 93 |
| 2202 | Air Medal | 2603 |
| 365 | Army Commendation Medal | 419 |
| 14 | Purple Heart | 3 |

(3) Battalion Racial Relations Council. Council meetings were held at 1300 hours on the 1st and 3rd Tuesdays of each month. The council is well known in the Battalion and is aspiring to enhance racial harmony by closing the communication gap between racial groups. The council also advertises advances in racial relations as well as presenting recommendations on improving already existing programs to the 11th Aviation Battalion Commander. The Battalion Commander has given his whole hearted support to the council, along with his active participation. Numerous guests have been invited to the council meetings and many projects are in their planning stages.

i. (C) Intelligence and Security

Throughout the reporting period the intelligence section continued its mission of gathering, analyzing, and disseminating timely and accurate intelligence information. Although II Field Force, 1st Aviation Brigade, 12th Aviation Group, 23rd Artillery Group, 25th Infantry Division, 5th ARVN Division, and 1st Cavalry Division were the primary sources of information, all reliable sources were utilized, to gain complete intelligence coverage of the 11th Aviation Battalion (Combat) area of operations. The Battalion Commander was briefed weekly and the subordinate units briefed periodically. Inspections and assistance visits to subordinate units were conducted monthly and as required. As anti-aircraft fire incidents became fewer, the period that these incidents were left recorded on the "hit board" was extended from three (3) days to one week. To preclude the possibility of any documents being classified improperly a system was initiated to route all classified material through the S-2 office..

j. (C) Plans, Operations and Training

(1) Plans. During this reporting period the Battalion Physical Security Plan remained unchanged. Two additional plans were added during this period, Eagle Pull and Cambodian SAR.

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(2) Operations

(a) The 11th Aviation Battalion (Combat) supported the following major tactical units: 62nd Engineer Battalion, 1st ARVN Airborne Brigade, 2nd ARVN Airborne Brigade, 3rd Brigade of the 9th Infantry Division, 199th Light Infantry Brigade, 11th Armored Cavalry Regiment, Capital Military District, Long Binh Special Zone, 1st Australian Task Force, Royal Thai Army Volunteer Force, 53rd Signal Group, 5th Special Forces Group, 12th Combat Aviation Group, 1st Cavalry Division (Airmobile), 5th ARVN Division, III Corps, 25th Infantry Division, 25th ARVN Division and II Field Force. These units received all aspects of aviation support.

(b) The 11th Aviation Battalion (Combat) continued to conduct airmobile combat assaults, tactical extractions, and direct combat support missions throughout the reporting period for all major units in the III Military Region.

(c) The 11th Aviation Battalion (Combat) was assigned a total of 91 aircraft recovery missions. The recovery missions included 1 CH-34A, 1 CH-6, 1 OV-2, 10 AH-1Gs and 78 UH-1 type aircraft.

(d) There was a total of nine helibucket fire fighting missions (CH-47 "Chinook" equipped with two 350 gallon water buckets) assigned to the 11th Aviation Battalion (Combat) during the reporting period.

(e) In addition to its regular assigned missions in the Republic of Vietnam, on 29 August the 11th Aviation Battalion (Combat) dispatched a CH-47, complete with crew and a pathfinder, to the Republic of Thailand. The mission of the aircraft was to serve as a static display and to perform other operational missions as required by 12th Aviation Group Headquarters and the Joint United States Military Assistance Command (JUSMAC) in Thailand. In a ceremony on 18 September 1970, the CH-47 was turned over to the Royal Thai Army. However, U.S. crews still man and fly the aircraft. The original crew was replaced after 40 days; additional crews will be rotated likewise in the future.

(f) During the reporting period weather has adversely affected some Battalion operations. As elements of the Battalion operated in the Northeast section of III MR the effects of weather became more pronounced, particularly in the early morning hours. The 173rd AHC at Lai Khe did experience the highest level of adverse weather affects. The typical effects of weather upon operations were (1) altered operations i.e. delayed reporting time, delayed H hour times and (2) change of tactics i.e. having to accept lower flight levels than normally employed.

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The specific number of days of weather delay is as follows:

| | |
|----------------------|----|
| 173rd AHC (Jai Khe) | 55 |
| 128th AHC (Phu Loi) | 31 |
| 205th ASHC (Phu Loi) | 15 |
| 213th ASHC (Phu Loi) | 11 |

(3) Training

(a) An inquiry revealed that no more allocations for the Jungle Environment Survival Training School (JEST) at Clark AFB, Philippines, will be received by the 11th Aviation Battalion (Combat). A survey of the problem determined that individuals were receiving the required training enroute to Vietnam. Thus the training for Army personnel stationed in Vietnam was discontinued.

(b) In accordance with 1st Avn Bde Suppl 1 to AR 95-1, the newly arrived aviators orientation program continues to be conducted at Battalion level. This block of instruction is presented bi-monthly by the Battalion staff, and the Pathfinder Detachment under the direction of the 11th Aviation Battalion S-3. A total of 65 newly assigned aviators, including 21 VNAF pilots, received the required orientation during the quarter.

(c) Replacement training of newly arrived enlisted men of the 11th Aviation Battalion (Combat) continues, utilizing facilities provided by the 11th Armored Cavalry Regiment at Di An RVN. During the reporting period, 95 enlisted personnel, 100 percent of those eligible, completed the required training.

(d) The 11th Aviation Battalion (Combat) Pathfinder Detachment conducted seven mobile training team classes on rigging of sling loads and aircraft recovery techniques. Classes were presented to the 199th Light Infantry Brigade, 205th Aviation Company (ASH), II Field Force Artillery (two classes), the Royal Thai Army Volunteer Force, 213th Aviation Company (ASH), and the 11th Armored Cavalry Regiment.

(e) All Battalion aviators are continuing to fly a minimum of two hours of hood flight monthly. In addition, the required minimum of two GCA/ADF approaches are being executed.

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(f) The 11th Aviation Battalion (Combat) continues to utilize the OH-58 transition school located at Vung Tau. Quotas for the Battalion were reduced this quarter. However, two officers attended and graduated from the course. Additionally, four personnel were transitioned within the Battalion by the Battalion OH-58A Instructor Pilot.

(g) In accordance with 1st Aviation Brigade Letter dated 17 September 1970, a new instructional unit was added to the list of mandatory instructional subjects. The class, "Daily Inspection of UH-1D/H Helicopters", is to be presented quarterly to all UH-1 aviators, aircraft maintenance personnel, and crew chiefs. The purpose of this class is to reemphasize the importance of the daily inspection.

(h) On 7 September the INFANT NETT initiated a training program for 5 officer students and 10 enlisted men. The officers course, in which they are instructed in the tactical employment of the INFANT system, was of two weeks duration and entailed 25 flying hours and 40 classroom hours. The enlisted course, in which instruction on the technical operations of the INFANT was presented, lasted three weeks and included 101 classroom hours and 78 hours of practical exercise.

(i) The 11th Aviation Battalion continued to monitor and supervise training in the 205th Aviation Company (ASH) in regard to the VNAF I&II plan 70-51. During the reporting period, training was completed by the VNAF gunners and loadmasters. Instructional on-the-job training (OJT) for the enlisted personnel, engine repairmen, flight engineers, hydraulics specialists, and ground equipment handling specialists continues. The training of the 22 VNAF aviators continues with the aviators to fly ten hours of night training with emphasis placed on minimum lighted LZs. Beginning 1 October, three aircraft flow operational/training missions scheduled by II Field Force Army Aviation Element. The crews consisted of one U.S. IP or AC and one flight engineer. The remainder of the crew were VNAF personnel. These missions encompassed all type of loads and missions, with the exception of hoibucket and aircraft recovery, while supporting ground units in the III Military Region. Two other aircraft were launched each day with training emphasis placed on sling load operations, mission planning, coordination and emergency procedures. From 14 October to 16 October a Field Training Exercise (FTX) was conducted for the newly organized 237th Medium Lift Helicopter Squadron (VNAF). The FTX was in compliance with directives of the 12th Combat Aviation Group Commander and was evaluated by the 205th Aviation Company (ASH).

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Based out of Phu Loi, the 237th was committed for three CH-47's each day of the FTX. During the three day period VNAF personnel flew (with one U.S. AC/IP), maintained, and scheduled the aircraft for the assigned missions received from III Corps AAE/G-3. The 237th MLHS performed in an outstanding manner while supporting the 5th Special Forces and 2nd ARVN Airborne. Mission planning, crew coordination, and monitoring and control of operations in progress was executed in an excellent manner. Three USAF NCO's were attached to the 205th Aviation Company (ASH) on 1 October for maintenance training on the CH-47. These NCO's will become maintenance advisers to VNAF after completion of their training.

(j) Allocations for the Aviation Refresher Training School (ARTS) increased during the reporting period. Eleven allocations were received during the quarter as compared to six the previous quarter. Allocation breakdown is as follows:

| <u>COURSE</u> | <u>NUMBER OF ALLOCATIONS</u> |
|---------------------------------|------------------------------|
| ARMAMENT COURSE (EM) (UH-1B/C) | 1 |
| ARMAMENT COURSE (OFF) (UH-1B/C) | 1 |
| TECH SUPPLY | 3 |
| CH-47 HELICOPTER REPAIR | 6 |

(k) (C) Logistics There is a shortage of bottled gas (propane) at the D.S.U. (229th S&S Co) and Depot for use in the Mess Halls within the 11th Aviation Battalion (Combat). For the past two months the bottled gas has been rationed to the extent that some mess halls have changed methods of preparing foods to conserve gas instead of following the method prescribed by the Master Menu. Some mess halls are using M-2 and M-37 field range fire units for food preparation, while the lack of bottled gas precludes the use of serviceable, stationary bottled gas operated equipment.

(l) (C) Signal Faulty flight helmets have been proven to be the cause for numerous incorrect write-ups in the aircraft log books concerning avionics. Aviators have been cautioned to ensure that the helmet cord is firmly plugged into its receiver to preclude needless communications troubles. Aviators have also been cautioned to keep their helmets in good condition not only for safety but also for good communication results. The helmet and cord should be checked frequently, especially when radio problems are encountered in more than one aircraft.

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SUBJECT: ORLL for Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

(m) (C) Maintenance

(1) For the Battalion, the average aircraft density was 13 UH-1B/C's each operating an average of 69 flying hours per month; 36 UH-1D/H aircraft operating an average of 91 hours each per month; and 26 CH-47A/C helicopters each averaging 46 hours per month. The low time average on the CH-47A/C's reflects the 100% standown of the 205th Aviation Company (Assault Support Helicopter). Nine UH-1 aircraft were turned in for retrograde while four were turned in for VNAF and Korean transfer. The Battalion received a total of nine aircraft as replacements for our losses. The assault support helicopter companies turned in 22 CH-47 helicopters and received 11 replacements.

(2) Based on MTOE authorization at the close of the reporting period, the 11th Aviation Battalion (Combat) had a shortage of four UH-1B/C and six UH-1D/H aircraft. The 213th Aviation Company (Assault Support Helicopter) operated at a strength of 15 aircraft as opposed to 16 CH-47's authorized. The 205th Aviation Company (Assault Support Helicopter) aircraft strength fluctuated during the period due to the I&M program.

(3) The assault helicopter companies gained six new 1969 UH-1H models during this period as replacements for UH-1Ds. This reduced the number of the Battalion's UH-1D aircraft to eight. The 213th Aviation Company's operational aircraft were reduced to six CH-47C's on 16 September when all "Super C's" were grounded pending an engineering design change on the T-55-L11 engine. An interim fix has been approved for the "Super C" model which consists of modifying the aircraft to receive the T-55-L-7C engines. This modification is being performed by an eleven man team from Boeing Vertel Division and Lycoming Engine Corporation who arrived in-country on 19 October. The modification is averaging 247 man hours per aircraft.

(4) During this quarter the 205th Aviation Company (Assault Support Helicopter) completed the transfer of 16 CH-47 aircraft to VNAF per I&M plan 70-51. The deadline for the turnover of these aircraft was 15 October. All 16 aircraft were turned over to VNAF five days prior to this deadline. Time was the most critical factor effecting the successful completion of the program. To have 16 aircraft which met the airframe hours criteria for turnover to VNAF, it was necessary for the 205th Aviation Company (Assault Support Helicopter) to transfer 12 of their original aircraft to other units and pick up aircraft from these same units. In addition five aircraft just out of rebuild were received from Air Vietnam.

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(n) (U) Aviation Safety.

(1) At the end of the reporting period, the Battalion accident rate was 14.9, with 20,333 flown. During this period there were three accidents, two incidents, 16 precautionary landings, three forced landings, and three engine failures. Breakdown by individual units is as follows:

| | <u>ACCIDENTS</u> | <u>INCIDENTS</u> | <u>F/L</u> | <u>F/L</u> | <u>ENGINE FAILURE</u> | <u>UNIT RATE</u> |
|-------|------------------|------------------|------------|------------|-----------------------|------------------|
| 128TH | 1 | 0 | 1 | 3 | 1 | 12.6 |
| 173RD | 1 | 1 | 2 | 12 | 1 | 18.5 |
| 205TH | 0 | 0 | 0 | 0 | 0 | 00.0 |
| 213TH | 1 | 1 | 0 | 1 | 1 | 43.4 |

(2) During the quarter the Battalion experienced three accidents. The first was attributed to material failure when the engine ceased and the aircraft commander had to pull pitch early to clear a barrier. This resulted in a hard landing. The second accident occurred when the number two engine of a CH-47 "Super C" exploded in flight. The explosion caused a fire and the aircraft crashed. The third accident occurred when a UH-1H suffered an engine failure. The aircraft was autorotated and upon touchdown the right skid contacted a dirt mound causing the aircraft to fall on its right side. Fuel starvation due to the main fuel filter separating from its position is suspected.

(3) One incident occurred during the quarter when a CH-47 was ground taxiing. The left aft gear went out of phase causing the front blades to strike one blade of a parked CH-47. This caused the aircraft to turn 180 degrees and the aft blades contacted the blade of the parked CH-47, damaging the remaining blades.

(o) (U) Medical

(1) During the period 1 August 1970 to 31 October 1970, the 11th Aviation Battalion (Combat) Dispensaries had a total of 5304 outpatient visits, including 887 Vietnamese civilians. One hundred and twenty patients were referred to U.S. Army hospitals at Long Binh and Saigon, including 37 air evacuations utilizing battalion aircraft. One hundred and sixty one flight physicals were completely performed within the battalion dispensaries. The optometry clinic served 482 patients.

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SUBJECT: ORLL for Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

There were three aircraft accidents requiring the flight surgeon's attention.

(2) In general the health of the command was excellent. Nine cases of hepatitis, two cases of shigellosis and six cases of amoebic dysentery were treated in the Battalion. No other serious contagious or infectious diseases, including malaria, occurred in the Battalion. Overall environment sanitation was satisfactory, although further improvements need to be made. All Vietnamese civilian personnel underwent periodic examinations for tuberculosis, syphilis and gonorrhea. The medical units of the 11th Aviation Battalion continue to be the 432nd Medical Detachment at Phu Loi and the 759th Medical Detachment at Lai Khe supporting the 173rd Aviation Company. The flight surgeon with the 759th Medical Detachment is the only American Doctor at Lai Khe. Major unsolved health problems of the period continued to be the high rate on non-hostile injuries, venereal disease, and an increase in the abuse of drugs.

(3) The major improvements in HHC dispensary facilities include the installation of a new septic tank, laying of pipe to the septic tank from the latrine, and the replumbing of the latrine, accomplished entirely by assigned medical personnel. A dermatology clinic has been established to care for skin problems on a local level. In order to more effectively meet the drug abuse problem, three programs have been initiated. First, an informative drug talk is being given to every unit in the Battalion. This talk is tailored for either EM and the drug problem as it affects them, or the Officers and NCO's with the information as they need to know it. In addition, other units on Phu Loi post have received this program on a requested basis. Secondly, individual counseling is being offered on an appointment basis, to aid those people who are attempting to, or want to attempt to, "kick" the habit. All new arrivals in the Battalion receive a briefing by the surgeon on drug abuse as part of their initial orientation. The 759th dispensary acquired an electrocardiograph (EKG) machine and the medical personnel constructed a building to house the X-ray unit and the newly acquired EKG machine.

(p) (U) Religious and Personnel Services.

(1) The religious program in the 11th Aviation Battalion (Combat) is designed and performed to provide adequate coverage for all personnel in the Battalion. The 11th Battalion Chaplain has done this by carrying the religious program to where the men are. This includes going on combat assault and other type missions. This enables the chaplain to be

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in the field with the men and helps establish closer relationships. It has also created a rise in chapel attendance and it also helps to make religious service available to the maximum number of personnel.

(2) The Battalion Chaplain has made services available to VNAF personnel and also works closely with the Battalion S5 in numerous religious and civic actions throughout the community.

(3) Inclosure 7 reflects a summary of religious activities during the reporting period.

(c) (U) Civic Action

(1) In August the Ben Cat Orphanage in Lai Khe began work on a new school building which is needed for the 200 children that attend school there. Major Ellington, from the 173rd Aviation Company (Assault Helicopter), Chaplain (Maj) Sargent, and WO1 Hadley from the 11th Aviation Battalion (Combat) were among those who attended the cornerstone ceremonies on August 3rd. A great deal of the materials and labor has been supplied by the Vietnamese themselves, and the 173rd Aviation Company (Assault Helicopter) has helped by arranging through the 554th Engineers for 11 bags of cement for the construction. At the close of the reporting period, this project is 40% complete with 90% participation by the Vietnamese people.

(2) On 21 August, five boxes of clothing, towels, tooth paste, tooth brushes, shoes and toys were taken to the Ben Cat Orphanage and distributed by members of the 11th Aviation Battalion (Combat). The items were donated by the First Baptist Church of Gilroy, California, and presented to the Orphanage by Chaplain (Maj) Sargent, and Warrant Officer Hadley.

(3) The Ben Cat Orphanage was also visited by members of the 213th Assault Support Helicopter Company, who donated 40 pounds of assorted canned goods.

(4) On 15 September, members of the 11th Aviation Battalion (Combat) joined with the Vietnamese in a series of festivals honoring the children of this country. Early in the day the Ben Cat Orphanage held its festival which included refreshments and a play performed by the children. In Phu Quong, the Mid-Autumn Tet Children's Festival was held that evening. The 11th Aviation Battalion working through the New Life Development Agency, donated \$100 towards the festivities.

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(5) The Ben Cat Orphanage was also visited by members of the 173rd Aviation Company (Assault Helicopter) on September 27th. Six cases of bananas and two large boxes of toys and clothing that had been sent from the states were distributed.

(6) The Lai Thieu Deaf Mute School received a helping hand during September when members of the 128th Aviation Company (Assault Helicopter) distributed 75 pounds of clothing, and 150 health items such as soap, toothpaste, etc.

(7) The 11th Aviation Battalion has continued participation in supplying a swimming pool and supervision in teaching Vietnamese Cub Scouts to swim. The original seven week project was completed on the last Sunday of September.

2. (C) Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

a. (U) Personnel. None

b. (C) Intelligence. None

c. (C) Operations:

(1) Sling Loading of the AH-1G Aircraft.

(a) OBSERVATION: On 11 August 1970, a CH-47 made an attempt to sling load an AH-1G gunship. As the CH-47 lifted to a hover, the AH-1G began to spin, causing the rigging sling to break. The result was a valuable gunship dropped and damaged beyond repair.

(b) EVALUATION: The AH-1G, when rigged for aircraft recovery, is a particularly unstable load. Experience has shown that the blades on the aircraft are nearly always in the full-pitch position. This condition causes the Cobra to spin when it is lifted to a hover, and the spinning stops only when enough forward motion is obtained to apply sufficient pressure on the tail to cause the aircraft to streamline. It is almost impossible to prevent a Cobra without a tail boom or drogue chute from spinning while it is being lifted by a CH-47. Recent experience has shown that this spinning will cause the sling to snap.

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(c) RECOMMENDATION: (1) That the 11th CIB encourage supported units to use drogue chutes for the purpose of stabilizing damaged and unstable aircraft and (2) that, except where the tactical situations warrants immediate recovery of the aircraft, supported units be requested to rig said loads with drogue chutes before the mission is accepted and passed down to the recovery elements.

(d) COMMAND ACTION: The proper procedures and the dangers of sling loading AH-1G aircraft have been emphasized through command channels to subordinate units. Further, the Battalion SOP now states that AH-1G aircraft without tail booms can be recovered only with the authorization of the 11th Aviation Battalion Commander.

(2) Dropped Loads

(a) OBSERVATION: There has been an increase in the number of rigging failures and resultant dropped loads in the Battalion's sling load operations.

(b) EVALUATION: Supported units have become increasingly lax in the care, preservation and the replacement of their slings and rigging equipment. As a result, many slings which should have been retired from service, are being used by the rigging crews. To view the problem statistically, in one of the Assault Support Helicopter Companies, more than 50% of all lost loads resulted from failure of the rigging equipment.

(c) RECOMMENDATION: Recommend that the 11th Aviation Battalion arrange for a MTT briefing to be given to supported units. Recommend that all CH-47 aircraft being dispatched have an 11th Battalion Pathfinder on board to inspect the rigging of all questionable loads.

(d) COMMAND ACTION: The 11th Aviation Battalion (Combat) has established a "Dropped Load Prevention Program". This program is one of education of all individuals concerned and inspection of all rigging equipment. The 11th Battalion Pathfinders have presented a two hour block of instruction to seven supported units emphasizing acceptable rigging techniques, capabilities, inspection techniques, maintenance, and life expectancy of rigging equipment. This class was also presented to the aviators and crews of the 11th Aviation Battalion (Combat). In the two assault support helicopter companies, aviators have attended classes in which emphasis has been placed on air speed restrictions and flight maneuvers while carrying sling loads. Additionally when assets

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permit, an 11th Battalion pathfinder accompanies every CH-47 operation to inspect all rigging and make on-the-spot evaluations and recommendations to the aircraft commander. The Battalion had been averaging 6.5 dropped loads per month since 1 January 1970. Since the inception of the "Dropped Load Prevention Program" 3 September 1970, there have been only three dropped loads.

(3) Security of Shutdown Aircraft.

(a) **OBSERVATION:** In several instances while in support of ARVN Forces, the supported ground units have planned missions in which the lift ships have been instructed to shutdown in areas which the Air Mission Commander (AMC) felt were not adequately secured. The aircraft were shutdown to conserve blade time.

(b) **EVALUATION:** A flight of lift ships is a highly lucrative target and should not be unnecessarily exposed, especially to save no more than a few minutes blade time per aircraft.

(c) **RECOMMENDATION:** Guidelines should be prepared and distributed to aviation supported units covering minimum security requirement for aircraft and emphasizing the dangers in unnecessarily exposing aviation assets. These guidelines should include the AMC's evaluation of the security of the site.

(d) **COMBAND ACTION:** All AMC's have been instructed to request security at all questionable unsecured areas, or request shutdown at a known secure area. This topic is also being emphasized in the Battalion's "Tactical Commanders Aviation Orientation".

(4) Splitting of an Airmobile Package by the supported unit to perform general support type missions.

(a) **OBSERVATIONS:** During recent weeks, while supporting the 25th US Division and the 2nd ARVN Airborne Brigade, the AMC has been instructed by the AMFEC to separate an aircraft from the flight to perform various general support type missions. In some cases the entire flight has been dissolved to meet these single ship requirements.

(b) **EVALUATION:**

(1) This practice of utilizing an Airmobile package for general support missions is not consistent with the projected flying hour program. For instance, a flight of 1-4-2 is limited to a total of thirty-five blade hours for the airmobile package, including the gunships.

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If general support missions are performed by the flight, and the gunships are released, as is the normal case, the time the lift ships can be flown is increased to seven hours per aircraft instead of the normal five, without exceeding the total of thirty-five blade hours for the entire package. This severely hampers the program for scheduled maintenance.

(2) Another consideration is if the unit is scheduled for an airmobile package the aircraft will be configured for combat assaults, with no jump seats. This severely limits its general support and administrative passenger carrying capabilities.

(3) The final consideration is crew scheduling. The Commanding Officer, Operations Officer and Platoon Leaders of a unit have more important responsibilities than flying general support missions.

(c) RECOMMENDATION: No firm guidelines have been established to date, concerning this problem.

This unit has proposed the following policies be adopted:

(1) AAE should forbid splitting an airmobile package by the supported ground unit. Instead AAE should give the units the required general support ships.

(2) If this is not feasible, recommend that AAE make it mandatory for the supported unit to stipulate, when requesting air assets, that they intend to use them for general support missions, after their combat assault missions have been completed.

(3) That each aircraft be limited to five hours blade time regardless of the type of mission they are performing.

(4) That the C & C ship and gunships be exempt from performing general support missions of any kind.

(5) Utilization of UH-1 as an Observation Aircraft

(a) OBSERVATION: In several instances while working for ARVN forces the Air Mission Commander has been requested to act as an observation aircraft for visual reconnaissance of areas, frequently without a gunship escort.

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(b) EVALUATION: A UH-1 is definitely not as manoueverable as an OH-6 or OH-58 especially at low altitudes and airspeeds. When the UH-1 is loaded with a full crew, a reasonable fuel load and up to 6 people in a C & C party it should never attempt to act as a LOH, especially over hostile terrain without gun cover.

(c) RECOMMENDATIONS: The UH-1 should not be used as a LOH. If the tactical situation is such that the UH-1 must be used for low observation, it should always have a gunship escort.

(d) COMMAND ACTION: Unit aviators have been briefed to advise the AMTFC of the risks involved, perform the mission if the AMTFC still requires it, and notify their unit immediately. The aforementioned topic is being emphasized in our "Tactical Commanders Aviation Orientations".

d. (U) Organization None

e. (U) Training

(1) Training of crew chiefs and door gunners.

(a) OBSERVATION: Crew chiefs and door gunners are frequently uncertain or unaware of correct procedures, crew duties, and rules of engagement.

(b) EVALUATION: Training of crew chiefs and door gunners, in crew duties and rules of engagement has been found to be inadequate. Due to frequency of personnel rotation and time lapse between classroom training, some crew members do not have complete knowledge of their duties.

(c) RECOMMENDATION: That units review the directives and procedures outlined in USAFV Aircrew Orientation, 1st Avn Bde's ground school qualification requirements, and the 11th Aviation Battalion (Combat) 90 day gunnery refresher training requirement. Further recommend that units establish a cyclic training schedule to reduce inadequancies caused by personnel rotations.

(d) COMMAND ACTION: This command has reviewed and revised crew chief and door gunner's written examinations to ensure that the objectives of higher headquarters are met by the units. Units have been advised to make frequent use of the exams as an additional refresher training supplement in between classroom instruction. Units have been advised further to make optimum use of the unit aviation "hot spot" for dissemination of day-to-day policy changes and incidents involving crew error or poor judgement.

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f. (C) Logistics

(1) Lift Capability of Converted CH-47 Aircraft.

(a) OBSERVATION: The 213th Aviation Company (ASH) has six CH-47C helicopters which were manufactured with L7C engines and nine CH-47C's which are being converted from L11 to L7C engines. Recent experience has shown that the aircraft which are being converted from L-11 to L7C engines do not have the same lifting capacity as the aircraft manufactured with the L7C engine.

(b) EVALUATION: Optimum lifting capability in the CH-47 models is obtained at 225 rotor RPM. However, because of certain harmonic vibrations, the C minus (L7C Engine) aircraft is operated at 230 RPM and the full C aircraft (L11 engines) operated at 235-245 RPM. Because of the variable rotor speed in all full C aircraft, they are presently equipped with self tuning vibration absorbers which are set at the factory to operate between 233 and 245 rotor RPM. The MWO's converting the aircraft back to L-7C did not include provisions for changing the pre-tuned vibration absorbers. As a result, the converted aircraft must be operated in the 233-238 RPM range so that the aircraft does not develop harmonic vibrations which would cause metal fatigue in critical parts of the airframe, while simultaneously remaining within the operating limitations of the engine. Except for minor variables, all L-7C engines produce the same horsepower, however it takes more power to maintain rotor RPM at 233-238 than at 230. Also as rotor RPM is increased above 225 the rotor system becomes less efficient. As a result, the original C minus aircraft operating at 230 RPM will be able to lift greater loads than the converted C minus which operates between 233-238 RPM.

(c) RECOMMENDATION: That AAE recognize the different lift capability of the aircraft and that the converted CH-47C be restricted from heavy lift missions. Recommend further that an EIR be submitted to change the pre-tuned vibration absorbers so that the aircraft can be operated nearer to its optimum lift RPM.

(d) COMMAND ACTION: The converted CH-47C have been restricted from heavy lift missions. Action has been taken to submit an EIR requesting the vibration absorber change.

g. (U) Communications. None

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h. (U) Material

(1) OH-58A Inverter Relay Failures.

(a) OBSERVATION: Several inverter relays in the Battalion's OH-58A aircraft have failed.

(b) EVALUATION: Aviators have been the cause of OH-58A inverter relay failures due to their premature engagement of the inverter switch during starting. The inverter switch should not be engaged until the D.C. loadmeter reads 60 amperes or less.

(c) RECOMMENDATION: That all pilots of OH-58A aircraft be made aware of the reasons for inverter relay failure. Further that the starting procedures checklist be utilized during starting and that it be strictly adhered to.

(d) COMMAND ACTION: Pilots have been instructed in the cause of inverter relay failure and in addition, each OH-58A contains a checklist to be utilized during starting.

i. Other

(1) Problems in HHC Dispensary Operations

(a) OBSERVATION: (1) It is not possible for HHC dispensary to adequately fulfill its mission with only one flight surgeon. (2) There is an increase in the number of individuals who are seeking help under the drug amnesty program. The abuse of drugs is continuing at an unacceptable rate. Experience has shown that many individuals first exposure to hard drugs (excluding marijuana) is in RVN. Even those people under the amnesty program continue to use hard drugs due to the lack of adequate medical care and treatment facilities.

(b) EVALUATION: (1) The number of flight personnel now being seen by HHC dispensary, combined with the increase in patients being supported by this dispensary has placed an increasingly heavy work load on the flight surgeon. The proper functioning of a flight surgeon requires that a considerable amount of time be devoted to interview and examinations. Because of the time involved and the number of flight personnel who specifically need attention by the flight surgeon, a back log of these personnel has developed, which can only be remedied by having two flight surgeons assigned. At the present time HHC dispensary is

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supporting approximately twice as many individuals as any other dispensary in 12th Group. (2) It has been found that by dividing the drug talk between Officer - NCO and Enlisted personnel, and by tailoring the talk towards the audience, the talks are more meaningful and more effective. When talking to Enlisted personnel without Officers and NCO's present and on a level where facts are given rather than the dogma, and where it is shown how the problem affects the individual, a rapport is established which makes the talk much more meaningful. The talk presented to the Officer - NCO is directed more towards an education on drugs, their effects, and how they, as leaders should react to a known or suspected drug user. It is also of primary importance to explain to a known or suspected drug user the functioning of the amnesty program.

(c) RECOMMENDATIONS: (1) Recommend that HHC dispensary be staffed by a minimum of two flight surgeons at all times. (2) Recommend that drug information talks be given to two groups, one consisting of enlisted personnel and the other of Officers and NCO's and that these talks be directed towards the needs of the audience. Further recommend that talks to enlisted personnel be scheduled during duty hours rather than off duty hours to ensure as large a participation as possible.

(d) COMMAND ACTION: Drug information talks are being given to the units at Phu Loi Post. These talks are given to two groups, Officer-NCO's and to enlisted personnel. These talks are voluntary, and to date response has been excellent.

Freddie L. Kemp
FREDDIE L. KEMP
LTC, FA
Commanding

7 Incl

1. Organizational Chart
2. Command and Staff Structure
3. Aircraft Status
4. Operational/Mission Results
5. Ammunition Extended
6. Aircraft Maintenance Statistical Summary
7. Chapel Statistics

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AVBACA-SC (2 Nov 70) 1st Ind
SUBJECT: Operational Report-Lessons Learned, 11th Aviation Battalion
(Combat) for Period Ending 31 October 1970 RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 25 Nov 70

THRU: Commanding General, II Field Force Vietnam, ATTN: AVFBC-R&E, APO 96266

Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96384

Commanding General, US Army Vietnam, ATTN: AVHGC(DST), APO 96375

Commander-in-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310


1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 Oct 70 from Headquarters, 11th Aviation Battalion (Combat).

2. (C) The following comments are provided:

a. Reference: paragraph 2c(1), sling loading of the AH-1G aircraft. Two methods may be used to reduce the spinning motion caused by full pitch blades while at a hover under CH-47 aircraft: (1) the blades could be removed or (2) the blades can be walked around while the collective pitch is placed in the full down position to decrease pitch on the blades. When possible all aircraft should be recovered using ground transportation.

b. Reference: paragraph 2c(3), security of shutdown aircraft. Airmobile assault aircraft should not be shutdown in unsecure LZ's. If the LZ is sufficiently secure that the aircraft can be safely shutdown, the validity of the request for a combat assault package is questionable.

c. Reference: paragraph 2c(4), splitting of airmobile package by the supported unit to perform general support missions. This headquarters is presently studying the utilization of airmobile assault packages by supported units. No further action is recommended beyond II FFORCEV.


ALBERT J. FERN JR.
Colonel, Infantry
Commanding

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AVFBC-RE (13 Nov 70) 2d Ind
SUBJECT: Operational Report - Lessons Learned of the 11th Aviation
Battalion (Combat) for Period Ending 31 October 1970,
RCS CSFOR-65 (R2) (U)

DA, Hq, II Field Force Vietnam, APO 96266 8 DEC

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96384


Commanding General, US Army Vietnam, ATTN: AVHDO-DO, APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96538

TO: Assistant Chief of Staff for Force Development, Department of
the Army, Washington, D.C. 20310

This headquarters has reviewed and concurs with the Operational
Report - Lessons Learned for the quarterly period ending 31 October
1970 from Headquarters, 11th Aviation Battalion (Combat) and comments
of the indorsing headquarters.

FOR THE COMMANDER


W. C. BARTEL JR.
CP, AGC
AG AG

AVBAGC-0 (13 Nov 70) 3d Ind
SUBJECT: Operational Report - Lessons Learned of the 11th Aviation Battalion
(Combat) for Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)


DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 15 DEC 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVHGS-DST,
APO 96375

Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558

1. This Headquarters has reviewed subject report and concurs with the contents as indorsed.
2. The following additional comments are considered pertinent: Paragraph 1(1)(c), page 21 recommends that the HMC dispensary, 11th CAB be staffed with an additional flight surgeon. This is one of several areas in the Brigade where the patient/doctor ratio is unacceptable. Unfortunately, there is a critical shortage of flight surgeons throughout USARV. With the impending deactivation and consolidation of selected units throughout USARV, it is anticipated that by February an OA detachment and an additional flight surgeon will be available.

FOR THE COMMANDER:


GENE R. WILLIAMS
CPT, AGC
Asst AG

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AVHDO-DO (13 Nov 70) 4th Ind
SUBJECT: Operational Report-Lesson Learned of the 11th Aviation
Battalion (Combat), for Quarterly Period Ending 31 October
1970, RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 7 FEB 1971

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1970 from Headquarters, 11th Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Reference item concerning "Dropped Loads," page 15, paragraph 2c(2). The 34th GS Group (AM&S) has published an SOP on "Aircraft Recovery and Evacuations" which contains valuable information based on years of experience. Additionally, the 34th GS Group will provide assistance in training of personnel for recovery operations plus information on care and use of slings. No action by USARPAC or DA is recommended. Unit has been so advised.

FOR THE COMMANDER:



Clark W. Stevens Jr.
Captain AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde
11th Avn Bn

GPOP-DT (13 Nov 70) 5th Ind (U)

3c


SUBJECT: Operational Report of HQ, 11th Aviation Battalion (Cbt) for
Period Ending 31 October 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 2 MAR 1971

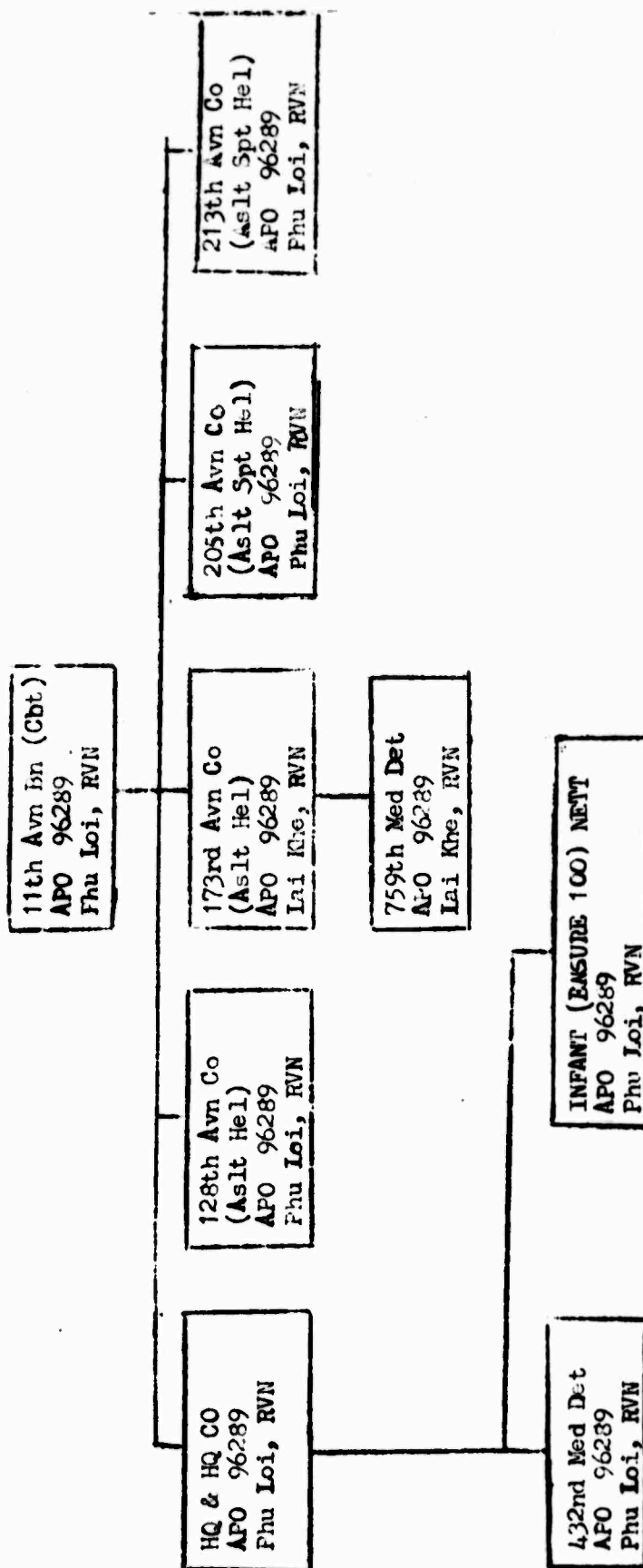
TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


L.M. OZAKI
CPT, AGC
Asst AG

11TH AVIATION BATTALION (COMBAT)
ORGANIZATIONAL CHART
AS OF 31 OCTOBER 1970



Inclosure 1

11TH AVIATION BATTALION (COMBAT)
COMMAND AND STAFF STRUCTURE
AS OF 31 OCTOBER 1970

Bn CO: LTC Freddie L. Kemp
Bn XO: MAJ James E. Brayboy
Bn S1: CPT Harvey R. Allen
Bn S2: CPT Thomas H. Dowling
Bn S3: MAJ Richard D. Hammons
Bn S4: CPT Norman L. Mayhue
Bn S5: CW2 Peter E. Hadley
CO HHC: CPT William S. Farris Jr.
CO 128th Avn Co (Aslt Hol): MAJ Jon M. Clark
CO 173rd Avn Co (Aslt Hol): MAJ Roy G. Ellington
CO 205th Avn Co (Aslt Spt Hol): MAJ Christopher L. Fuller
CO 213th Avn Co (Aslt Spt Hol): CPT Bortram E. Adams Jr.

Inclosure 2

11TH AVIATION BATTALION (COMBAT)
 AIRCRAFT STATUS
 AS OF 31 OCTOBER 1970

| UNIT | CH-58A | | | | UH-1 | | | | CH-47 | | |
|-----------------------------|--------|---|---------|---|------|---|---------|---|-------|---|---------|
| | AUTH | | ON HAND | | AUTH | | ON HAND | | AUTH | | ON HAND |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 128th Avn Co (Aslt Hel) | 0 | 0 | 31 | 0 | 0 | 3 | 17 | 0 | 0 | 0 | 0 |
| 173rd Avn Co (Aslt Hel) | 0 | 0 | 31 | 0 | 0 | 5 | 15 | 0 | 0 | 0 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 |
| 213th Avn Co (Aslt Spt Hel) | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 15 |
| HHC | 4 | 3 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 |
| 11th Avn Bn (Cdt) | 6 | 4 | 63 | 6 | 6 | 8 | 33 | 4 | 32 | 2 | 15 |

Inclosure 3

**11TH AVIATION BATTALION (COMBAT)
OPERATIONAL/MISSION RESULTS
FOR THE PERIOD 1 AUGUST THROUGH 31 OCTOBER 1970**

a. Operational Results

| UNIT | SORTIES FLOWN | TROOPS LIFTED | CARGO TON LIFTED | HOURS FLOWN |
|-----------------------------|------------------|------------------|---------------------|-----------------|
| 128th Avn Co (Aslt Hel) | 23,754 | 45,026 | 123 | 7773.7 |
| 173rd Avn Co (Aslt Hel) | 23,901 | 42,483 | 42 | 7212.3 |
| 205th Avn Co (Aslt Spt Hel) | 5,673 | 7,979 | 8130 | 1915.7 |
| 213th Avn Co (Aslt Spt Hel) | 7,071 | 17,219 | 17012 | 2470.9 |
| BN HQ | 1,656 | 398 | 3 | 961.2 |
| 11th Avn Bn (Cbt) | 62,055 | 113,105 | 25310 | 20,333.8 |

b. Mission Results:

| UNIT | AIRCRAFT | | ENEMY KFA | STRUCTURES | | FIRE BUCKETS | RECOVER- IES |
|-----------------------------|-----------|----------|--------------|------------|-----------|-----------------|-----------------|
| | CBT DAM | CBT LOSS | | DAM | DEST | | |
| 128th Avn Co (Aslt Hel) | 6 | 0 | 8 | 16 | 10 | 0 | 1 |
| 173rd Avn Co (Aslt Hel) | 6 | 1 | 0 | 9 | 7 | 0 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 213th Avn Co (Aslt Spt Hel) | 0 | 0 | 0 | 0 | 0 | 3 | 90 |
| BN HQ | 0 | 0 | 4 | 0 | 1 | 0 | 0 |
| 11th Avn Bn (Cbt) | 12 | 1 | 12 | 25 | 18 | 9 | 91 |

Inclosure 4

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11TH AVIATION BATTALION (COMBAT)
 AMMUNITION EXPENDED
 FOR THE PERIOD 1 AUGUST THROUGH 31 OCTOBER 1970

| UNIT | 7.62mm | 40mm | 2.75FFAR | 50CAL |
|-----------------------------|---------|------|----------|-------|
| 128th Avn Co (Aslt Hel) | 457,500 | 3425 | 3327 | 9000 |
| 173rd Avn Co (Aslt Hel) | 330,450 | 0 | 3394 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 76,550 | 0 | 0 | 0 |
| 21st Avn Co (Aslt Spt Hel) | 36,000 | 0 | 0 | 0 |
| En HQ | 51,300 | 0 | 789 | 0 |
| 11th Avn Bn (Cbt) | 951,300 | 3425 | 7510 | 9000 |

Inclosure 5

11TH AVIATION BATTALION (COMBAT)
 AMMUNITION EXPENDED
 FOR THE PERIOD 1 AUGUST THROUGH 31 OCTOBER 1970

| UNIT | 7.62mm | 4.0mm | 2.75FFAP | 50CAL |
|-----------------------------|---------|-------|----------|-------|
| 128th Avn Co (Aslt Hel) | 457,500 | 3425 | 3327 | 9000 |
| 173rd Avn Co (Aslt Hel) | 330,450 | 0 | 3394 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 76,550 | 0 | 0 | 0 |
| 213th Avn Co (Aslt Spt Hel) | 36,000 | 0 | 0 | 0 |
| En HQ | 51,300 | 0 | 789 | 0 |
| 11th Avn Bn (Cbt) | 951,300 | 3425 | 7510 | 9000 |

Inclosure 5

11TH AVIATION BATTALION (CONBAT)
AIRCRAFT MAINTENANCE STATISTICAL SUMMARY
FOR THE PERIOD 1 AUGUST 1970 THROUGH 31 OCTOBER 1970

| TYPE AIRCRAFT | AUGUST | SEPTEMBER | OCTOBER | TOTAL |
|------------------|--------|-----------|---------|-------|
| HOURS FLOWN | | | | |
| UH-1B/C | 918 | 939 | 885 | 2742 |
| UH-1D | 595 | 592 | 770 | 1957 |
| UH-1H | 3569 | 3560 | 3131 | 10260 |
| UH-1M | 13 | 126 | 123 | 262 |
| CH-47A | 860 | 443 | 3 | 1306 |
| CH-47C | 983 | 874 | 439 | 2296 |
| OH-58A | 192 | 207 | 194 | 593 |
| AVAILABLE(%) | | | | |
| UH-1B/C | 74.9% | 77.9% | 84.3% | 79.0% |
| UH-1D | 76.7% | 73.2% | 84.1% | 78.1% |
| UH-1H | 79.4% | 84.6% | 81.7% | 81.9% |
| UH-1M | 100.0% | 88.7% | 70.5% | 81.0% |
| CH-47A | 86.3% | 81.0% | 68.5% | 78.6% |
| CH-47C | 89.6% | 57.7% | 41.3% | 63.4% |
| OH-58A | 88.8% | 78.8% | 76.0% | 81.6% |
| NORM (%) | | | | |
| UH-1B/C | 22.5% | 20.6% | 13.1% | 18.8% |
| UH-1D | 16.1% | 26.8% | 15.9% | 19.9% |
| UH-1H | 18.9% | 13.1% | 14.4% | 15.4% |
| UH-1M | 0.0% | 11.3% | 27.9% | 18.2% |
| CH-47A | 13.7% | 15.9% | 23.8% | 17.8% |
| CH-47C | 9.4% | 21.0% | 10.8% | 13.7% |
| OH-58A | 11.2% | 7.2% | 20.8% | 12.5% |
| NORS (%) | | | | |
| UH-1B/C | 2.6% | 1.5% | 2.6% | 2.2% |
| UH-1D | 7.2% | 0.0% | 0.0% | 2.1% |
| UH-1H | 1.8% | 2.3% | 3.9% | 2.7% |
| UH-1M | 0.0% | 0.0% | 1.6% | 0.8% |
| CH-47A | 0.0% | 3.1% | 7.7% | 3.6% |
| CH-47C | 1.0% | 21.3% | 47.9% | 22.9% |
| OH-58A | 0.0% | 14.0% | 3.2% | 5.9% |

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**11TH AVIATION BATTALION (COMBAT)
CHAPEL STATISTICS
FOR THE PERIOD 1 AUGUST 1970 THROUGH 31 OCTOBER 1970**

| <u>OCCASIONS</u> | <u>NUMBER OF OCCASIONS</u> | <u>ATTENDANCE</u> |
|--------------------------------|----------------------------|-------------------|
| Religious Services | | |
| Protestant | 178 | 2012 |
| Catholic | 26 | 632 |
| Counseling Sessions | 114 | |
| Troop/Duty Area Visits | 2095 | |
| Character Guidance Instruction | 15 | 3127 |
| Memorials Services | 3 | 466 |
| Hospital Visits | 20 | |
| Stockade Visits | 1 | |

Inclosure 7

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